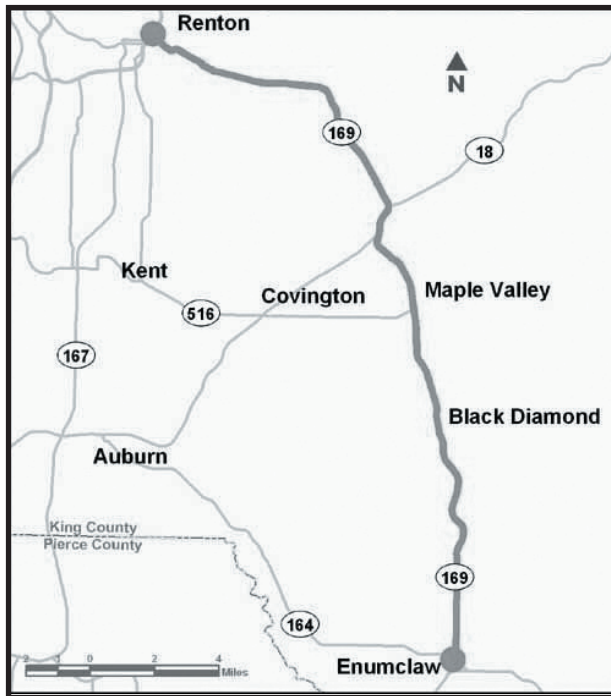




Washington State
Department of Transportation

SR 169 Route Development Plan



169 Above: SR 169 Corridor Study Area
(Renton to Enumclaw)

Overview

State Route 169 (SR 169) serves urban, rural, and agricultural areas from Enumclaw to Renton. The area's population has grown considerably in recent years and SR 169 is now experiencing the growing pains of increasing traffic congestion and accidents.

Why is WSDOT looking at ways to improve SR 169?

SR 169 is an important rural and commuter highway; a regional highway for southeast King County; and a "main street" for Maple Valley, Black Diamond, and Enumclaw. This freight connector has mounting traffic congestion and a number of high accident locations. In the last eight

years, traffic volumes increased 66 percent in the Renton area, 31 percent in the Maple Valley area and nine percent in Enumclaw (Source: WSDOT Traffic Counts)

The 2004 Legislature provided \$400,000 for the Washington State Department of Transportation (WSDOT) to evaluate transportation problems, identify potential improvements, and recommend projects for implementation to respond to these problems. King County, Maple Valley and Renton have also agreed to provide \$50,000 each to bring the total project budget to \$550,000.

The End Result

The final product will be a Route Development Plan (RDP), containing community and environmentally sensitive transportation recommendations to increase safety and travel reliability; reduce person and vehicle delay; manage access; and respond to growth in the years to come.

The RDP and the list of recommended projects will be developed by the Corridor Working Group (CWG). The CWG is made up of local city, county, regional, and state partner agencies responsible for guiding the Route Development Plan effort. The CWG partners are: the cities of Black Diamond, Enumclaw, Maple Valley, and Renton, and King County, the Puget Sound Regional Council, and WSDOT. The partners are also the agencies responsible for funding and implementing the RDP recommended projects. The CWG encourages input from partners and citizens to develop consensus-based recommendations that address transportation problems along the corridor.



Above: Truck travel at SR 169 and Kent-Kangley Road.



Above: Heavy truck traffic backed up on SR 169 near the I-405 interchange.

Americans with Disabilities Act (ADA) Information: Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting the Renéé Zimmerman, WSDOT, Urban Planning office (206) 464-1273 usually two weeks before a meeting. Persons who are deaf or hard of hearing may call the Washington State Telecommunications Relay Service, or Tele-Braille at 7-1-1, Voice 1-800-833-6384, and ask to be connected to Renéé Zimmerman, WSDOT, Urban Planning office.

Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

For more information:
Seth Stark, Project Manager
(206) 464-1288
starks@wsdot.wa.gov

[www.wsdot.wa.gov/
projects/sr169/RDP](http://www.wsdot.wa.gov/projects/sr169/RDP)

Key Issues So Far

- Congestion in the northern portion of the highway
- Pedestrian and vehicle safety
- Numerous uncontrolled driveways and other access points
- Frequent truck traffic

For more information, visit

[www.wsdot.wa.gov/
projects/sr169/RDP](http://www.wsdot.wa.gov/projects/sr169/RDP)

The RDP recommendations will include:

- Immediate-term projects that can be funded and/or implemented in the first six to 18 months.
- Short-term proposed mobility and safety improvements in the next six years.
- Long-term mobility and safety recommendations for the next 20 to 25 years.

Many of these projects will need detailed design and evaluations for environmental impacts before being implemented. Some projects will move forward as WSDOT projects; others will be implemented collaboratively with partner agencies; or will be done by local agencies.

What are Route Development Plans?

Route Development Plans (RDPs) are planning studies for state highway corridors. Within the study area, existing and future transportation related problems are identified and appropriate solutions proposed. Corridor lengths may vary from a few miles to an entire highway route and proposed solutions may include several alternatives. The study's analysis focuses on issues that might affect the individual state highway and surrounding communities. Those issues include: operating conditions (traffic flow), safety concerns, environmental issues, population and land development, and right-of-way. The RDP will also evaluate proposed future transportation solutions.

Project Benefits

- *Funding.* The recommended set of improvement projects will be produced in a Route Development Plan that is then incorporated into the Regional Transportation Plan and the Washington Transportation Plan (WTP) for prioritization and funding.
- *Safety.* Possible recommended improvements include: separation of pedestrian and vehicle traffic, installation of signals and designated highway crossings.
- *Congestion Reduction.* Recommended projects will seek to reduce traffic bottlenecks and chokepoints where possible, while improving the flow of people and goods through the corridor.

What is the project timeline?

The study is expected to take 18 months and conclude with the publication of the final Route Development Plan. WSDOT and the study partners are attempting to finish parts of the study sooner so some of the recommended projects can be submitted to the Legislature for funding consideration.

- September 2004 – December 2004.
Develop immediate-term list of alternatives.
- September 2004 – March 2005.
Develop short-term and long-term alternatives.
- March 2005.
Hold first set of open houses.
- March 2005 – August 2005.
Evaluate and refine alternatives.
- September 2004 – October 2005.
Public Involvement
- Late 2005 – Summer 2006.
Complete recommendations and produce RDP.
- October 2005.
Hold second set of open houses.

How can I get involved in this project?

Your thoughts and opinions are important to us, please contact us to provide your input on possible SR 169 improvements. Public outreach activities have already begun and will include: community group presentations, four open houses, project updates, and a project Web site. It is not too late to provide your comments.

Environmental Protection

WSDOT and its study partners make every effort to assess and avoid or minimize environmental effects from our projects. The Route Development Plan identifies environmental concerns that must be studied in greater detail when a recommended project develops the necessary Environmental Impact Statement. Please visit the WSDOT Environmental Services Web Site for more information. www.wsdot.wa.gov/environment/

Increasing safety is one of our priorities

When we submit projects for recommendation, each project will be initially screened for pedestrian and driver safety. Additionally, projects directed at reducing and eliminating traffic chokepoints also improve safety.

Will this project impact tribal resources?

At WSDOT we seek to address the concerns of the tribal nations using the process outlined in Section 106 of The National Historic Preservation Act and the WSDOT Tribal Consultation Policy adopted in 2003 by the Transportation Commission as part of the WSDOT Centennial Accord Plan www.wsdot.wa.gov/tribal/Centennial_Accord.htm. For more information, visit the WSDOT Tribal Liaison Web site www.wsdot.wa.gov/tribal.

State Route 169 is a secondary access route leading to the Muckleshoot Tribal Reservation. We have initiated government-to-government consultation between WSDOT and the Muckleshoot Tribe. Our coordination with the Tribe will continue throughout the project.

